



Moonrakers INTERNATIONAL

Happy New Year

MOONRAKER OWNERS CLUB

2001

12 Happy Moonraking in 2001, from Dave, the Editor (top) Moonrakers International, and from Morvyn, Founder of the Moonraker Owners Club

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January

Heading to, & enjoying the
Fort Myers Boat Show

Moonraker Owners Club Web site <http://web.ukonline.co.uk/david.beet>

Editorial

Dave Beet



As soon as I heard Morvyn was experiencing engine problems and, because the two pet dogs he had on board had to be brought back to England via their original port of exit which meant Karen having to leave Morvyn to cross the Channel alone,

I volunteered to go over to Calais and help crew Darius back to Dover. Straight forward enough. "Just get on the P&O courtesy bus" Morvyn said, "and get off in the town centre," adding. "The marina is 200meters from the bus stop." Which, no doubt, is quite true, if that is, you get off at the right stop. If, as in our case, you don't then the fun really begins. Armed with the knowledge that 'Darius' was moored in the Wes' Basan or Basan Wes' I set about the task of using my limited French, which consists of the words Pardon, Merci, Wee and, oh yes! 'Wes Basan or Basan Wes'. We set off to find the west basin! "Well I can't see the marina Dave, can you?" Tim asked. Not only could I not see the marina, we had been dropped off by a river populated only by one of those most noble of creatures, an 'angler'. Now! I even have trouble understanding what his British counterparts say at the best of times, but this 'lone French fisherman' presented a new and different challenge. I soon found out, due to my travelling companion falling about in hysterics, that when attempting to speak the meagre bit of French outlined above, I take on the accent of that cartoon character 'Powerful Pierre'. The conversation went thus: -

Me. "Pardon Monsieur" (remember the, Powerful Pierre. Yes No accent)

He. "Wee".

Me. 'Basan, Basan Wes, s'il vous plait'. **He.** "Ahh wee", pointing and gesticulating as only the French can, he said something that sounded like "Ajnh hrtbun hfurtbej kmtyh getyrb" **Me.** "Merci Monsieur", *I think I really meant mercy!* When we were out of earshot, though I can't think why we needed to be if he really couldn't understand us, Tim duly enquired "What did he say?" "Ajnh hrtbun hfurtbej kmtyh getyrb" I replied, adding. "Just walk the way he was pointing!" which we did.

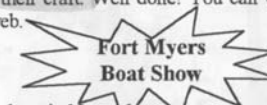
Now, feeling totally lost I then noticed a Frenchman clipping his garden hedge, so I said to Tim. "Go and ask him". "I can't speak French like you can" came the reply. Oh well in for a penny, I thought.

Me. "Pardon Monsieur" **He.** "Wee". **Me.** "Basan Wes, wes Basan" this time though I remembered the French word for boat and said "Bataux, s'il vous plait". I still don't know if I should have added the 's' on the end **He.** "Ahh wee, Ajnh hrtbun hfurtbej kmtyh getyrb Ajnh hrtbun hfurtbej kmtyh getyrb." He then said, "**and then 'ver' turn left!**"

Which I thought, with a chuckle, sort of bears out the 'they understand everything we say, theory.

We later met up with Morvyn and Karen and, following a meal which Morvyn amazingly paid for, we enjoyed a pleasant evening. The following day we arrived back at Dover in glorious sunshine. Darius' engines had purred all the way home.

Many thanks, by the way, to all who sent in photos of their boats especially our Danish members who have sent in pictures of all their craft. Well done! You can view them and all the others on the 'members boats' page, on the web.



On visiting the Fort Myers boat show in November we were amazed how different the attitude of the sales people over there are, when compared to the, bussed in, Earls Court variety. At Fort Myers for instance they knew we were not buying a boat, but happily took the time to show us around. What a refreshing change from the short-sighted attitudes over here eh! One day you know, you might just be buying, so do remember just how they treated you when you weren't. Finally.

All the very best for the New Year! DB.

FOUNDERS COLUMN

The five months I spent this year in the South of France, the Italian Riviera, and the French Inland Waterways bringing Darius home to Dover seems a long time ago. At times I moaned about the weather in the Med but after the last 3 months experience back in England I am sure there are many of you who wished you could be where I had been. Elsewhere in the magazine you will read of the horrendous problems Maggie & John Phipps faced with their boat Antares to stop it being swept away in the terrible floods on the R. Medway, and I am sure there are others with tales to tell regarding the floods. If any of you have been flooded out in your homes during this time, may I send you my sincere sympathy for the plight you have had to face.

On a better note, for the first time since the Clubs inauguration we are having a meeting of representatives for the regions, and in this context I would like to welcome Peter Marland who has kindly stepped in as the rep for the Southern area. This meeting will be held on the 27th January at my place and there I hope we shall agree on next years cruising programme. One thing is for certain; we shall confine our choices to English waters, and not attempt to be too ambitious, as we want as many members to join in as we can. One plea though, whatever we decide to do, if you want to join in PLEASE LET THE ORGANISER KNOW WELL AHEAD! The reason is that a lot of planning goes into these trips to make them as enjoyable as possible but if we don't know who is attending then nothing can be planned. Every member will have a notification about what has been decided at the 27th January meeting, so that there will be plenty of time for you to decide whether to join us. For the first time since 1997, I shall be staying in England and of course joining as many events as I can with Darius.

At the moment she is in Dover, and is being fitted with Perkins 175hp motors which I have purchased from our member Rohan Minckley. – Who says it isn't worthwhile advertising in the mag? At the same time I have also pinched an idea from Dick and Mollie Mallinson who, with their boat "Selina Jane" extended the aft cabin roof to cover the lower stern deck. The new space thereby created will allow me to remove the gas bottles from the aft deck, ensure storage for spare ropes and fenders, and also give me more lounging area on the back deck. Another member, Peter Butler who has recently purchased the Dover Yacht Co is doing the work of installing my engines and the mouldings for the "Mallinson" extension at a special Members Only price. He is also equipped for all repairs, osmosis treatment and re-spraying with the advantage that as he is rebuilding his Moonraker "Perfect Days" he knows all about Moonraker problems. As you can see therefore from the examples I have quoted it is well worth belonging to the MOONRAKER OWNERS CLUB, as you all must have realised. All this for a measly £8.00!

The other day I received a letter from the MCA (the Maritime & Coastal Agency) telling me that I now have to register Darius by the 31st March if I wish to keep my Pt 1 Registration (The blue book), and it will cost me £46.00 so to do. No doubt you will be receiving the same in due course. I shall renew my registration as then, should I decide to sell Darius, a prospective owner could apply for a marine mortgage – a good selling point. As the "licence" lasts for 5 years it seems a good buy. Mind you the fact that this licence was to last in perpetuity when I took it out has been forgotten!

Finally I hope you had a VERY HAPPY CHRISTMAS AND MAY I WISH YOU ALL AN ENJOYABLE 2001 ABOARD YOUR MOONRAKER.

P.S. Do not believe all the editor writes about me, as his imagination is boundless.

Tight, Mean, and Scrooge like is what I could have said, but didn't.

However, now that you mention it.....



That Was The Cruise That Wasn't

THE ACUATICA STORY – GD2K PLUS

We left Penton Hook on Thursday, 20th July at 09.30 and sailed down to Teddington Lock in preparation for the trip to Ramsgate where we were to meet up with other Club Members and their boats. We were very excited and looking forward to the trip very much. The next morning we were off bright and early to run with the tide and having passed through the Lock at 5.30 am were able to increase speed, but alas we encountered the first of our problems. The boat had a vibration problem over 6 knots. We made the decision that the cruise was finished as far as we were concerned, but faced with the problem of contacting someone, decided to run on down to Ramsgate at a slow speed, meet everyone, give our apologies and then return home. Can you imagine our surprise when we got to Ramsgate and found that we were the only Moonraker there!

Saturday 22nd and Sunday 23rd we were weather bound in Ramsgate. During this inactive period we were visited by the owner of 'Perfect Days' who had travelled from Dover, with his wife and son, to see "Moonrakers en masse". They were also disappointed and after a drink and good chat about Moonrakers, they went on their way back to Dover. Having had no contact with rally organiser, John Cliff, we got in contact with Dave Beet, who was then en route to a hospital in Scotland, and find out that most of the cruise boats were stuck somewhere with the bad weather and that two had managed to cross earlier in the week and were waiting in Nieuwport. We talked it over and decided that as we had plenty of holiday time and Belgium friends expecting us over to meet up with them, we would continue on the journey after all, again very slowly and have the boat lifted in Holland, as the prices were a lot cheaper.

Monday the 24th we decided to run with the weather on a following tide in order to stay within the cruise timetable. This decision was in our favour because a Moonraker will ride most swells comfortably when she is not being pushed and everything was fine until we decided to by-pass Dunkirk and continue on to Nieuwport. In that short final 100 minute run the wind increased to force 5 gusting 6 and we were travelling through waves we had only ever dreamt about. Once again, credit to the Moonraker, she rode through this very well. It is known that when the weather is bad, the worst spot on the Belgian Coast is outside Nieuwport. We eventually manoeuvred in between the breakwaters and cruised up to the VVW Marina and were very relieved to be met by Ken, off 'Deconia'. (At last, more than one Moonraker on the cruise.) He thought we were the scouting party for the Moonraker Fleet, so we explained that we were 'it'.

Having obtained a berth, we then went to the Clubhouse to properly meet Ken & Karen off Deconia and Jeff & Rose, who were on a Moonbeam, called Aristobatta. This was a 48-foot wooden boat, which weighed 27 tons. We explained our problem, which didn't raise any concern, as Aristobatta could only travel at 8 knots anyway, so, as we had the slowest boat and with some knowledge of the area into which we were cruising, we were elected to be the lead boat.



Tuesday 25th we left Nieuwport at 15.30 to cruise the 23km to Blankenberg and once we were moored up, Ken phoned Jacko, who came down to the boats to welcome us. Whilst he was with us, he

assisted us in contacting Barry Capper who had arrived in Nieuwport after our departure. As his crew needed a break from their trip across the Channel, we agreed to wait for them at Middleburg, for the next two days. We then all went up to Jacko's Restaurant for a very nice meal. (Don't go there if you're superstitious, it's called "Titanic" and you get "ice" in your drink!)

Wednesday 26th we left Blankenberg at 10.00 for the trip to Vlissingen Lock and up the Walcheren Canal to Middleburg where we were contacted by our Belgian friends and fellow Moonraker owners, Peter & Nadia Bauweraerts, who were on their way to meet up with us. They arrived later and were disappointed at only seeing two Moonrakers, instead of the full 'Cruise'.

Friday 28th and no other Moonrakers showed up and no contact, so we realised that we were the "M.E.F" (Moonrakers Expeditionary Force). We held another Skippers meeting and it was agreed that Amsterdam was 'a bridge too far' and that we would visit as many places as possible in the Verse Meer, Oosterschelde and Grevelingemeer in the ten remaining days of the cruise. We left Middleburg that afternoon and continued along the Walcheren Canal to the Lock and out into the Verse Meer. This is a very pretty, fresh waterway, there are plenty of small villages to visit and also plenty of small islands to moor up on and have a barbecue. We moored at Veere for the night and made plans for the other two boats to travel on to 'Goes' and 'Zerikzee' in the Oosterschelde, while we went off and had our boat lifted at Camperland, which is opposite Veere.

Saturday 29th we said farewell to Deconia and Aristobatta, as they set off for 'Goes' and left to our own devices, spent two days on an island mooring with Peter & Nadia, their family and friends who were all moored up together, near Camperland. Whilst there, Peter went under the boat to see if the problem could be rectified quickly and found that the cutlass bearings were OK, but both propellers were damaged. Luckily for us Peter had a spare set and offered them to us without hesitation. I should mention at this point that Peter & Nadia are multi lingual, so he was able to negotiate on my behalf for the lift and book us in for Monday morning first thing. We had our first barbecue of the holiday, whilst it has not been mentioned, the weather was excellent, apart from occasional windy sessions and a few showers of rain that conveniently fell at night while we slept.



Monday 31st we were lifted out of the water at 8 am and saw straight away that the props were indeed damaged, so with Peter's help we changed them for the spare set and had the boat put back in the water within an hour. We were pleasantly surprised to find the cost to be a third of what we would have paid back in our Marina. We tested the boat in one of the speedboat zones and everything was OK, so we bade farewell to Peter &

Nadia for the time being and set off for Zerikzee to meet up with Deconia and Aristobatta again. We moored up near them trotted out 6 boats deep.

Tuesday 1st August we left Zerikzee at 12.30 and cruised along the Oosterschelde to the Grevelingemeer and headed straight across to Herkingen. We arrived there at 15.30 in a sweltering 32 degrees Celsius and as soon as we were moored up, all jumped into the water to cool off. There were some massive Jellyfish in this area, but, as the local people were swimming also, we just ignored them.

Wednesday 2nd – both Deconia and Aristobatta now expressed a desire to prepare for the trip out to sea again and with three choices available to them, (1) go back the way they had come, (2) travel

along the Oosterschelde to Roompot Sluiss and out to sea or (3) across the Oosterschelde to Wemeldinge and out through the Kanaal Zuidbeveland into the Westerschelde and then down river to Breskens. As the latter was the best option we parted company with Ken, Karen, Jeff & Rose at Wemeldinge the following day and so ended the GD2K, such as it was. We stayed in touch with Ken by phone and by Sunday they had had a favourable crossing and were nearly home.

Thursday 3rd – Peter contacted us by phone and suggested that we accompany them to Tholen, which we agreed to do. Tholen is in the Schelde Rijnverbinding and we stopped at a mooring called 'Gem Haven'. We all strolled into town to a Fish Shop that did wonderful Fish & Chips, so took some back to the boats and washed them down with white wine.

Friday 4th – We sailed in company with Peter and his family, back to the Kanaal Zuidbeveland, then through to the Westerschelde, where we moored up on some workboats for the night.

Saturday 5th – Today we all sailed across the Westerschelde to some sandbanks known as the Schaar van Ossensisse. It is a tricky route in to avoid the sandbanks, but once you are in and the tide goes out, you are in a safe anchorage of calm water and a wonderful safe place for swimming. We walked across the sand dunes to a yacht that had been struck by a buoy and run aground. In the afternoon whilst the tide was rising, we left the anchorage and cruised upriver to have a look at Peter's homeport, a tiny harbour called Lillo. On our own again, we spent the next three nights at Antwerpen Jachthaven, which is the home of the Royal Belgium Yacht Club. It is a very nice Club, but if you want to eat there, an early booking is essential.



Tuesday 8th – We left Antwerp and cruised down river to Terneuzen Lock which was once again Dutch territory and sailed along the Kanaal van Terneuzen Naar Gent to Sas van Gent, which was our last stop in Holland. There were three different mooring locations and the one we picked had a huge outdoor swimming pool nearby. The locals made us very welcome.

Wednesday 9th – This was a fateful day, filled with coincidences. Instead of leaving early morning, we went shopping first, then set off at 11.30 for the Lock at Gent, where we were delayed by licence formalities. When we finally got moving, fate had positioned us behind a particular Dutch barge. It was 15.15 and Kate was driving – I was just returning to the flybridge when Kate swerved the boat and took it out of gear. She said she had seen someone in the water and at that moment 2 arms and 2 legs appeared for a second in the wash from the barge. Kate ran down to the front of the boat and I went to the back deck looking for another sighting in the black water, but unhappily there was nothing. We immediately reported the incident and my assessment was that it had been a child, with no life jacket. The emergency services turned up within a few minutes and closed the canal to all traffic and requested that we sit tight whilst they conducted an underwater search. This must have alerted the Dutch barge, which had carried on up the canal, and it reversed back with very distraught parents, who obviously hadn't been aware of the child falling overboard. The canal was searched from our position back down to the lock, but there was no trace of the child. At 19.00 we were allowed to continue on our journey. The child who was a 2 1/2 year old boy (an only child) was recovered 3 days later at the spot we had indicated. The place was called Lovendegem and it will always remain in our memories. It was another 3 hours before we found a mooring at Beernem and we were pleased to discover that they continued serving meals until all the customers left.

Thursday 10th – we left Beernem and cruised to Brugge. We followed a working barge and found this was the best way to get through the locks and bridges without any problems. In Brugge we moored next to one of three historic windmills, where we stayed for four nights, to recover from our ordeal and also celebrate our wedding anniversary in a very pretty city.

Monday 14th – we left Brugge in company with three other Belgian boats, knowing that they would have the bridges opened without the language barrier problem we had experienced. On reaching the Ostende junction, we carried on and moored up at what is best described as the backdoor of Ostende. (Ostende/Nieuwpoort Junction.)

Tuesday 15th – we left Ostende at 10.30 and continued through the inland waterways to Nieuwpoort, where we stopped to fuel up and whilst there, met a boat from our home port, who was also on holiday.

Wednesday 16th – we continued along the canal to Veurne, this is a part of the canal system we had been in before, very pretty and quiet. Once moored up, we got on our bikes and rode towards the border and the tobacco warehouses for cigarettes for friends, only £17.00 per carton.

Thursday 17th – we left Veurne and continued on to Dunkirk. Crossing the border, at the first French roadbridge, you are required to stop and show your papers – just for French records.

You then enter the worst section as the locks through to Dunkirk are operated automatically and no body ever clears away the debris. Once into the main harbour, we then had the usual wait for the French to open the Trystam Lock but once through to the seaward side, moored up at Port de Echouage and went into the town to eat. To our great surprise, two friends who had been sailing the French Canals for three months came walking into the restaurant by chance and joined us for the meal.

Friday 18th – we moved the boat over to YC de la Mel du Nord, where our friends were moored and settled down to wait for good weather and a safe crossing.

Sunday 20th – we left Dunkirk in company with our friends boat 'Enjoyable' and headed for Queenborough for the night, where we were joined by yet another boat from Penton Hook who was outward bound for Ramsgate.

Monday 21st – we left Queenborough and ran up the Thames with the tide, passing through Richmond and Teddington at high tide and stopping at Hampton for the night.

Tuesday 22nd – we cruised back to our moorings at Penton Hook Marina ending what will be both a memorable and unforgettable trip.

EPITAPH

I wonder what cruise the Moonraker's will make next year??? We might just cruise around on our own for a change!!

Well as Shirley Bassey sang, "Moonraker goes in search of his dreams" etc.

GD2K turned out to be less of a dream and more of a nightmare for quite a lot of us. Two hospitalisations, two deaths (see GD2K last issue) which, though unrelated, not only featured but affected those of us involved, and who can fail to be moved by the tragedy of the child's death described so sensitively by Kate.

Letters 'n' Latest

Dave.

Chris and I plan to visit Paris via Cherbourg and Le Havre next year.

We would probably depart from Weymouth, but nothing firm is planned.

Would any other members like to cruise with us?

Our route will be around Lands End, but we could rendezvous with other boats anywhere reasonable.

Our is a non flybridge Moonraker. **Gerry Ezard**

Anyone interested and doesn't have Gerry's No' can contact him through myself or Morvyn. DB.

Dear Sir,

Sorry to bother you but I am thinking of buying an old Moonraker which is in "not so good" condition and would like to fully refurbish it. However one thing is giving me some problems.

The seller says the engines are 175HP Perkins. The trim tabs have been removed as they were

damaged. When going at +/-2200 RPM on both engines, the speed only reaches 12

Knots. (Also at this point the boat is rather difficult to steer as the bow is not level and the course gets

very unstable) If I am not mistaken the speed should be between 18 and 22 knots approx. could you

tell me how to determine what the HP is of the T6354 engines as

they could be 145 HP. Is it possible to plane the boat without trim tabs? Does the boat plane with 145

HP engines I hope I am not too rude by bothering you with these questions. I have always liked the

Moonraker and am now in the possibility to obtain one, and I would like to join the club when the

purchase has been done. I have a berth in Blankenberge where the Waxworld was too, so you would

get two Moonrakers in the same place :-).

Yours sincerely **Dehens Rudy** e-mail R.Dehens@online.be

Haven Knox Johnston, thorough the office of Chris Knox Johnston, have kindly furnished us with answers to almost any question you would ever wish to ask about the subject of boat insurance! Even questions on moorings are there, so check it out its on our website:- web.ukonline.co.uk/david.beet

Nice Try!

I was asked recently to advertise, on the web site, a members boat for sale. I have no problem with this, it is a free service I personally provide for members. Along came a long document and several photos all of which required uploading to the site time so, not to incur more cost than is totally necessary, I did at off peak time. I then informed Morvyn that one of our members was selling his boat.

I wish I had done it in reverse order. The guy, Morvyn informed me, had not paid his subs even after several reminders. Upon hearing this I immediately downloaded his advert from the site so, as the title says:- Nice try! **DB.**

SHORT REPLIES

To answer a 'former' members question from Dublin. "No", dropping two tons of viagra in to the Atlantic will not raise the Titanic!

Friday the 13th

Antares (pictured) had to be "baby sat" on Friday the 13th and 14th of October to prevent serious damage. Luckily Maggie and ? were on hand. Others weren't so lucky. Maggie takes up the tale.

We moor very close the sluice gates just above the tidal reach of the Medway. I was speaking to our local boat yard on the morning of the 13th when he broke the discussion to say that he was just seeing a 25ft boat running past upside down. John and I decided that Antares would be vulnerable if left to her own devices and both left work to assess the situation.

The Medway, as you might know, is normally a very quiet river. But after seven inches of rain in two days it had swollen and broken it banks the along the full length, flooding Tonbridge, Yalding and parts of Maidstone. To add to the problems the weekend had spring tides, which effectively pushed the water at Farleigh on the Friday night ten foot above its normal level.

The Environment Agency also were holding back flood water at the Leigh Barrier near Tonbridge, this when it released added to the carnage throughout the river.

Antares rose up above her moorings and floated partly in her normal position and also across the footpath. We had to spend the night waiting for the tide to drop to push her back into her normal moored position. The problem then arose that the flood water kept the height two foot above the footpath and flooded the Malta Pub at the same time! We resigned ourselves to the fact the we were there all night but sadly witnessed several boats passing by and smashing into the sluices the largest being a Birchwood 33 which had been our companion two weeks previously. We also witnessed the inshore lifeboat from Poole being carried over the sluice throwing all occupants out. Luckily they recovered and managed to clamber back into the boat. We have since heard that they did not realise the dangers presented by the river and are now considering putting and RNLi Inshore boat on the Medway.

The following morning we witnessed a wooden boat being saved from the sluices by the winch cable of a recovery lorry. The boat, although taking on water and losing her cleets and railings, survived the ordeal surprisingly well - considering she was not insured the owners were very lucky!

We finally resorted to a four by four plank of wood, which by lashing to the boat the railings helped to keep Antares out in the river. Luckily on the Saturday night, when the flood receded, the rescued boat owner removed the wood to prevent Antares tipping which after the previous night would have been the final irony.

When calm resored, we visited the upper reached of the Medway to view the damage. Boats in trees, on front gardens, moored in car parks and totally sunk. From our assessment the worst area was Wateringbury, which featured on the BBC. A long boat had broken loose and damaged boats on her break for freedom, finally sinking after hitting an already weakened bridge. The river will take a long time to recover when we can navigate again, let alone the polution from oil which covers the entire surface.

So far Antares only has some netting to be removed from her prop which will probably wait until she is lifted for her winter break.

Only problem now is that it has started to rain again and with the waterlogged ground I expect the river to rise again. Luckily the Springs have passed and the sluice gate repaired

(after being knocked off of its rollers by the Birchwood) happily for us though the worst was over. Or so Maggie thought and then.....

This picture first appeared in the Kent Messenger some time after the article was written, and clearly shows Maggie, like quite a few more of you, still had even more to come. I must admit I was glad to have been in Florida when it happened, as the flood plane, opposite our house, was also flooded which thankfully just prevented a disaster for us to return to. Don't know if you can make out the smiling happy face on the gongoozeler (far right)



RIPPED OFF AGAIN

A. J. WALLER

On the 19th June we left Southsea Marina for our first summer cruise. We visited Brighton and ended up at Sovereign Harbour Marina, at Eastbourne. We had arranged to meet Nigel Park and his family who wanted to try out the "Moonraker experience" and on our way back, give them a short cruise from Eastbourne to Brighton. This was in response to Nigel Park's letter in the Moonraker Issue 9 Winter edition.

When they arrived, after a chat I started up the engines and Nigel commented to his partner how nice they sounded. I went ashore to cast off the mooring lines. When I got to the stern warp I noticed large amounts of raw engine oil the size of large plates was coming out of the starboard exhaust pod. I tied up and switched off the engines and had to tell our guests that we were not going anywhere for a few days. It looked expensive. I got the engineers over the next day and they took the oil cooler - off - and-tested it back at their workshop. **The oil cooler works** on the engine oil and part on the gearbox transmission oil. The next day the engineers telephoned to say that the oil cooler had fractured and oil was getting into the raw water and a replacement would cost £740 + VAT + labour and transport from Sowesters at Poole. I was stranded in Eastbourne and had to get the engine repaired so I gave them instructions to proceed and in just two days the new 'lump' was put on at a total cost of £1206

I had the old broken oil cooler and when I got back home I asked a local firm (not marine engineers) if they could recondition the unit. They took the end off braised the leaking plate, welded the end back on pressure tested the unit all for £80! I have now got a spare, which is as good as new for a fraction of the new unit. If only it had broken down in my home Marina.

Letters 'n' Latest, continued

Dave.

Many thanks for the 2001 calendar. It is of very professional quality. You must have some very expensive equipment to produce the effects, well done.

The power of the Moonraker mag is great! My little article in the last issue, entitled 'Brittany Fears' had an immediate response. I had just received my copy in the morning post and during the afternoon of the same day, Mike Cant telephoned to say he would like to come with me to Brittany in August. He is putting his 350 Moonraker up for sale and coming with me, will help to offset the dreaded Moonraker withdrawal symptoms.

I am loathing this happening to me in 2002! **Alan Waller**

I am very happy to hear you should, with a reliable crew this time, finally make it to Brittany. Going back to the calendar issue. Many thanks for your kind words, and indeed all the other members who took the time to write in. All your comments, and gestures, regarding the calendars made the effort both worthwhile and fulfilling. However, it has been pointed out that the first of Jan is a day out which makes all the rest wrong by a day. Should anyone therefore wish to return their copy to me I shall happily refund the cash, as I shall not be reprinting them. Thanks.

Terje Dehn of Denmark writes.

Dave

I have been corresponding over some time with different people in England in search of a supplier of stern gear rubber seals, latest Gerry Ezard, suggests that I contact the builders, or that fellow members might be able to help?

If anyone can help, please contact Terje direct via the Danish website, myself or Morvyn.

David.

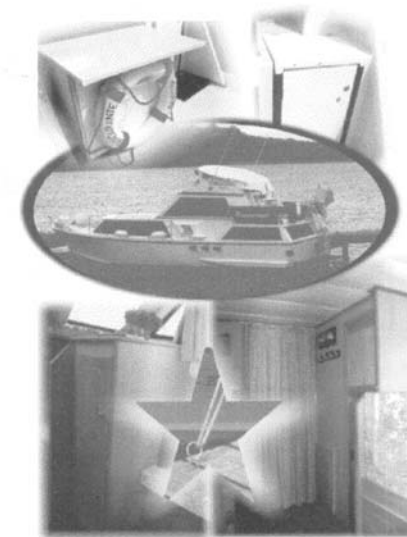
I noticed on the "web" you have not included the name of "Golden Dream" as a members boat. I spoke to Morvyn & joined the Club last year, but as I am now retired and have more time, I hope to make a positive contribution. I have owned "Golden Dream" for 27 years? Surely this must be a record! She has spent the last 25 years at a marina in South East Spain called Ampuriabrava, in the Costa Brava bay of Roses (just South of Perpignon). I have a few Ideas to contribute to the Magazine but will send these at a later date. Please contact me if you wish to discuss this further. Last year we visited Benalmadina in the south of Spain and counted 5 Moonrakers. I made a Video so I could give more details. There are 4 Moonrakers in Ampuriabrava but I only have the details for 2. "Golden Dream" spent her first 2 years at Glasson Dock near Lancaster and on a recent visit I saw a Fleetwood members boat there. I have appreciated the receipt of the Magazine in the last months. Regards for now. **Jack Hilton.**

Thanks for the info Jack and I look forward to receiving your contributions to the mag. Don't forget to send a picture of Golden Dream so that I may add it to the ever increasing photos of members Moonrakers on the site DB.

Notes for the diary. January 20th. Medway get together;- Contact Maggie Phipps



Banderante



Regular readers will recall the story of Banderante, recently documented in these pages.

For new members, and just to reiterate, she was built originally for a prince in the Middle East and is now the proud possession of Werner and Evelyn, pictured above.

Last winter W & E did some restoration and alterations to the craft. Some of the alterations were along similar lines, internally at least, to those I made to Delta Moon and, as the pictures above show, it all turned out splendidly. External alterations involved the addition of a GRP gas locker which also double's as a useful table, not to mention a very attractive life ring holder.

There's one other picture, starred, which is a portable mooring device for attaching a spring line to the type of slatted moorings prevalent in most marinas these days. Werner brought it back from the States and swears by them. I also bought one, promptly dropped it in the sea and swore at it, but that's another story.

I understand though Morvyn has a few to spare, so if you fancy the idea give him a call.

If you have carried out any innovation, restorations or alterations please let us know and I will feature your project. Just do as Werner & Evelyn above did, send in the photos.

IN THE NEXT ISSUE

Part 4 of Tim Groom's Wiring supplement, Gerry Ezard shows you how to fit a 'Holding tank'. Jack Hilton talks about 'Golden Dream' and there may even be an article or item from you, dear reader.

DUE OUT APRIL 4th 2001

Moonrakers International is published printed and edited, on paper provided for and on behalf of the Moonraker Owners club, free of charge by Dave Beet @ Lock Cottage, Branston Fen, Lincolnshire, England tel. 01526 398429 E-mail david.beet@ukonline.co.uk